

(ESTABLISHED 1881.)

\$36 PER ANNUM.
SINGLE COPY, 10 CENTS.

Shipping—Steamers

HONGKONG, CANTON, MACAO

WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.
S.S. "HONAM" 2,165 Tons, "FATSHAN" 2,250 Tons, "KINSHAN" 1,995 Tons.
"HUNGSHAN" 1,998 Tons.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD

HONGKONG-MACAO LINE.

HONGKONG-MACAO LINE.
S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.
S.S. "HOI SANG," 457 Tons.
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round-trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Lintan" and "Santai." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.
On SUNDAY, the 13th June.

S.S. "SUI-AN"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
Departure from Macao 7 P.M.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
 HOTEL MANSIONS, (FIRST FLOOR),
 opposite the Blake Pier.

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.
String Band play during Tiffin and Dinner.

Hongkong, 5th February, 1949

A. F. DAVINS,
Manager. 196

For

LUXURY, COMFORT, QUIET,

FRESHNESS AND EXCELLENT

CUISINE.

STAY AT THE
GRAND CARLTON HOTEL

Hongkong, 25th May, 1969.

ASTOR HOUSE

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entire

the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and

Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of _____

L. GAMEAU, Proprietor. N. BLUMENTHAL, Manager.

Telephone, 170. Telegrams "Astor." [84]

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"LUTZOW" Capt. C. Döwiers	WEDNESDAY, 16th June, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"VORCK" Capt. J. Randermau	About THURSDAY, 17th June.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. Iscke	FRIDAY, 18th June, 10 A.M.
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lenz	SATURDAY, 19th June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 4th June, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, ARMAN	BEHIC	Guindot	1st June, P.M.
MARSEILLES, VIA PORTS	SYDNEY	Rebuffat	22nd June, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	5th July, P.M.
MARSEILLES, VIA PORTS	TOURANE	Lancelin	6th July, at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 8th June, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND
KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

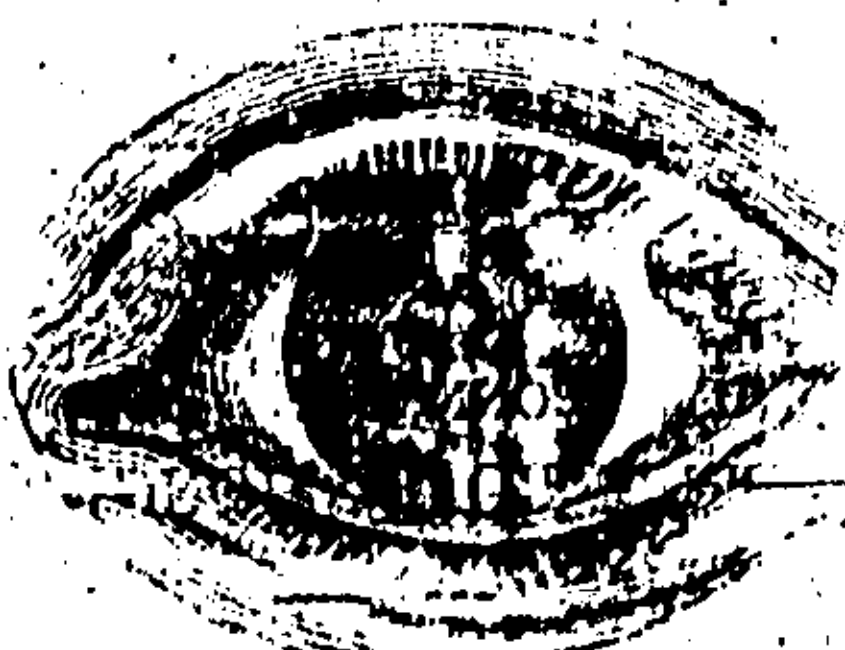
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshu.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshu, Canton, or to their Agents

BARRETT & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 1, John Street, Bedford Row, W.C.
SINGAPORE, 19, Beak Street
SHANGHAI, 166, Nanking Road.

Hongkong, 4th March 1901.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 376 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams: "Dock, Yokohama," Codes A, B, C, 4th and 5th Ed.

Liebers, Booty, A. I. and Watkins.

Yokohama, May 23rd, 1905.

To Let.

TO LET.

GODOWN, No. 9, DUNDRELL STREET.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 3rd June, 1909. [46]

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 3rd June, 1909. [46]

TO LET.

ROOMS suitable for Offices in No. 10, ICE HOUSE STREET, in rear of David Sassoon & Co.'s premises.

Apply to—
DAVID SASSOON & Co., LD.
Hongkong, 13th May, 1909. [31]

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—
HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 9th March, 1909. [248]

TO LET.

SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.

Apply to—
S. J. DAVID & Co.,
Prince's Buildings.
Hongkong, 25th March, 1909. [292]

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—
Messrs. JARDINE, MATHESON & Co., LTD.
Hongkong, 29th May, 1909. [408]

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD A HOUSE in RIVINGTON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 168, DES VEXES ROAD next to the Hongkong Hotel.

FLATS in MORRISON TERRACE.

No. 10, DES VEXES ROAD CENTRAL, 1st Floor.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1909. [52]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vexes Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.). Rents low.

Apply to—
THE COMPASS ROPE DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 24th February, 1909. [188]

THE SHANGHAI ALHAMBRA.

GAMBLING RESUMED.

Pending the settlement of negotiations which are now proceeding between the Municipal Council and the Spanish authorities it will be remembered that the barriers erected on the Siewai Road by the police in order to prevent people from proceeding to the Alhambra for the purpose of betting, were recently removed. Since their removal, new roulette wheels have been installed by the proprietors of the Alhambra to replace those smashed by the police in their raid, and gambling is, for the moment, being carried on as openly and as freely as ever, reports the *N. C. D. News* of 5th inst.

Two machines are located in the bar, and into these twenty-cent pieces may be dropped. Betting is done by means of six colours—red, white, blue, black, green, and yellow. These machines received plenty of attention and many twenty-cent pieces too. Of course, most of the by-standers have system which they believe to be infallible until they put them into operation.

The room in which the roulette wheels are situated is the one that attracts the major portion of the visitors. In this room two new tables have been installed, and although on Thursday evening only one wheel was in operation, it was well patronized. There were three attendants in charge of the table. One seemed to be a Spaniard, another was an Australian and the third was a Japanese. The Australian and the Japanese sold chips and took them back again with great frequency. The Japanese also spun the wheel and the ivory ball and called the winning number. The duty of the Spanish-looking person was not apparent; he simply smoked innumerable cigarettes. Many bank notes changed hands in exchange for chips.

An admission fee of \$1 is now charged to witness the vaudeville entertainment that is now in conjunction with the Alhambra.

A FAMOUS ESTATE.

WHITAKER WRIGHT HOME SOLD TO
LORD PIRRIE.

The notorious Whitaker Wright case is recalled by the purchase by Lord Pirrie of Lea Park, the magnificent estate on which the financier lived at Witley, Surrey.

Lord Pirrie is the well-known shipbuilder and one of the organizers of the Atlantic shipping combine.

The sale includes 1,500 acres of land adjoining the property of the Earl of Derby.

The price paid by Lord Pirrie is not known, but it may be stated that when the estate came under the hammer in the summer of 1904 the property was withdrawn when the bidding had reached £145,000. The auctioneer had suggested an opening bid of £200,000.

A MAGNIFICENT HOME.

Whitaker Wright's idea was to construct a magnificent home for himself, and although the scheme was incomplete at the time of his tragic death, it was estimated that he had spent no less than £700,000 upon it.

Lea Park is situated in one of the loveliest spots in the South of England, and extends from the village of Witley to the famous Punch-bowl and Gibbet Hill on Headhead. It formed a portion of the Hindhead Deer Forest of Queen Elizabeth, and commands magnificent views over a glorious expanse of open country.

The mansion is built of stone in Early English style, and in the laying out of the grounds hills were removed and lakes formed, and several fine pieces of statuary were obtained from various parts of Europe.

A £37,000 WALL.

A stone wall, four miles long, which cost £37,000, surrounds the park, and there are five stone lodges which cost £1,000 each.

Amongst other remarkable features is a large hall, constructed of glass, under one of the lakes.

Since the death of Whitaker Wright the estate has been left idle. About three years ago a London syndicate proposed to make a residential hotel there, and a provisional license was actually obtained from the magistrates. Nothing, however, came of the project.

It is understood that Lord Pirrie proposes to develop the estate on the original lines, and that he intends to reside there.

Work has already been started on the property.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEI,"
FROM LITH, ANTWERP, MIDDLES-
BROTH AND LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 22nd inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 8th June, 1909.

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Consignees.

S.S. "TOURANE."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. *Malapan*, from Havre ex S.S. *Malapan*, and from Bordeaux ex S.S. *Fraserie Nord* and *Ville de Cotte*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Treasure are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Godown Co., Ltd., on MONDAY, the 14th June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th June, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 14th June, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Agent.

Hongkong, 7th June, 1909.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DEVANHA,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. *Macedonia*.
From Australia, ex S.S. *India*.
From Calcutta, ex S.S. *Nila*.
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 9th June, 1909.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLEBOROUGH, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.

THE Company's Steamship
"SANUCHI MARU"

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 16th June, will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 11th June, 1909.

[45449]

FROM EUROPE.

THE H. A. L. Steamship
"BRASILIA,"

Captain Jager, having arrived, Consignees of Cargo are hereby requested to send in, their Bills of Lading for countersignature by the Underwriter and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, 10th June, 1909.

[474]

GUNS

DIRECT from the manufacturers at lowest prices. 12 bore Double Breechloaders from 30s. each. Illustrated catalogues of latest model Shot Guns, Combination Guns, Sporting Rifles, &c. post free. D. JAMES & REYNOLDS, George Street, Manchester, London, E.C. England.

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Intimation.

Powell's

Furnishing Department

ALEXANDRA BUILDINGS.

ITEMS OF INTEREST

IN OUR SHOW ROOMS

ON THE FIRST FLOOR
CARD TABLES
2ft. 6in. x 2ft. 6in. from \$10

AND
3ft. x 3ft. from \$21.
COVERED GREEN OR RED BAIZE.

ENVELOPE FOLDING
CARD TABLES
from \$21.50, covered in BAIZE,

IMITATION LEATHER OR REAL SKIN IN ALL COLORS
SMOKERS' CABINETS
in dainty and artistic designs,
FITTED WITH COPPER and SILK-PANELS, WITH KEYS TO ALL CUPBOARDS AND DRAWERS
\$15, \$18.50 AND \$21.50

LADIES' DESKS AND BUREAUS
in ENGLISH and AMERICAN STYLE
from \$27.50 to \$65.00

REVOLVING BOOKCASES
FINISHED IN NATURAL TEAK OR TO IMITATE ALL WOODS

PEDESTALS IN VARIOUS SIZES AND STYLE,
READY FOR INSPECTION.

CARVED WHATNOTS
Both ordinary and CORNER SHAPES
For BRIC-A-BRAC

ALL ARTICLES CHEERFULLY SHOWN
WITH NO OBLIGATION TO PURCHASE

POWELL'S ALEXANDRA BUILDINGS,
and

28, Queen's Road.
Hongkong, 12 June, 1909.

THE MOZAMBIQUE CONVENTION.

It is not a little strange that no telegraphic information should have been received in the Far East concerning the important new agreement that has recently been concluded between the Transvaal and the Province of Mozambique, to replace the *modus vivendi* of December 1901 and the addendum of 1904. The convention was arranged at a lengthy conference between Messrs. Louis Botha, Smuts and Hull, on the Transvaal, and Major Rosado and Captain Dalmeida, on the Portuguese side. Negotiations were carried on at Pretoria. The agreement, which was signed on April 1, is for a period of ten years, but provision is made in the usual way for renewal. It is divided into four parts, the first of which deals with the native question. Henceforth the Mozambique Government will issue licences, allowing duly accredited representatives of the Transvaal mines to recruit native labour within its territories for one year's service, subject to certain equitable but unimportant conditions. The second part refers to railways and ports. Both governments are pledged to facilitate and develop the import and export trade of the Transvaal via Lourenço Marques. It was found necessary to make special arrangements in regard to the "competitive area" of the Transvaal. Between fifty and fifty-five per cent. of the overseas traffic of that section is to be secured to the Lourenço Marques route, and remedial measures are to be taken if that limit is either exceeded or not reached. Provision is also made for regulating the rates on both sides of the competitive area and for a division of income between the two administrations. A Board of four members shall be entrusted with the charge of Delagoa Bay port, two members being nominated by Mozambique and two by the Transvaal. The Chairman of the Board shall be a Portuguese, with only a deliberative vote. With these two differences smoothed away the delegates turned their attention, in the third part, to commercial intercourse, and arranged for an interchange of the products of the two colonies. Part IV enacts that the agreement shall remain valid if the Union of South Africa be established.

No happier supplement to the Union of South Africa could have been effected than a settlement of the difficulties between the Transvaal and Mozambique. There have been many dissensions between the two colonies in the past for which the blame, it is to be feared, must be laid upon the Transvaal. In 1868 Pretorius, President of the Transvaal, endeavoured to annex Delagoa Bay on the pretext that it was the natural outlet of the Transvaal to the sea. The ownership of Delagoa Bay had not then been clearly established and England and Portugal, the only countries interested in the Transvaal's ambitions, also laid claims to the port, both apparently with some show of reason, for after four years' painful negotiations their contentions were referred to the President of France for arbitration. The Transvaal thereupon withdrew its untenable claim in favour of Portugal on the understanding that should the award be in Portugal's favour the South African republic should have special facilities for the importation of goods through Delagoa Bay. Great Britain and Portugal then agreed that whichever of them should obtain possession of the Bay should give the right of pre-emption to the other. In 1875, Marshal MacMahon gave his decision, which was completely in favour of Portugal. In fulfilment of their understanding the Transvaal and Portugal next signed a treaty granting the privileges agreed upon and also consenting to the construction of a railway from the Transvaal to the port. This part of the agreement fell through because the Boers were unable to raise the capital to build the line; but in 1883 Colonel MacMurdo, an American, obtained a concession to build a railway line from the bay to the Transvaal frontier. In 1889 the Portuguese Government seized the railway line on the slender plea that the Transvaal frontier lay five miles beyond Komati, the inland terminus. Against this England and America protested strongly to the Portuguese Government, and the matter was referred to arbitration by the Swiss Government. The proceedings lasted for ten years and £900,000 compensation was then awarded to Colonel MacMurdo. In 1895 the Netherlands Railway Company extended the line to Pretoria, and there is no doubt that it served a useful purpose to the Boers by enabling them to bring in their heavy supplies of ordnance.

Criticism of the new agreement has been favourable in the Transvaal. The negotiations are said to have been carried on in a broad-minded spirit, for while the Portuguese representatives loyally preserved their country's geographical rights they met the Transvaal delegates half way in all questions affecting the common welfare of the two colonies. Special reference is made to the satisfactory settlement of the native question which, it is claimed, will largely promote the future prosperity of the Witwatersrand. It is not forgotten that the restrictions placed upon the recruiting operations of the mines' agents in Portuguese territory caused the shortage of native labour in 1903 and incidentally the introduction of Chinese labour. As the Chinese have not been an unqualified success the first part of the agreement has been received with unanimous approval in South Africa. Stress is also laid upon the important change effected by the establishment of the Board of Control, for it may justly be accepted as a recognition on the part of the Mozambique Government that as the Transvaal is the principal if not the sole user of the port it is reasonable to the Transvaal and advantageous to Mozambique that the former should be entrusted with a share in the control and working of the port and railway. This cannot fail to be beneficial to each, especially in view of the antiquated Customs system that has hampered forwarding agents in the past. In regard to the competitive areas, or sections that might with equal success trade with Natal or other South African ports the benefits to be

derived under the new agreement are not so clear, and some opposition was at once shown. It is pointed out that a foreign port ought not to be patronised when a British port is available, even at a slight loss, and that under a Union the interests of Natal should be as carefully studied by the Transvaal as the latter's own convenience. To this the Transvaal cleverly replied that the advantages certain to accrue to that colony would more than outweigh the loss to Natal and that in the Transvaal's increased prosperity Natal will have an equal share. Apparently this argument was found unanswerable, for the opposition seems to have been withdrawn. The third part gives an additional *quid pro quo* to the Mozambique by throwing down the barriers between the rich markets of the Transvaal mining centres to the producers of Mozambique, while the latter's markets are valuable to Transvaal exporters. The final clause of the convention appears premature, but the other South African colonies were cautiously kept *au fait* with the deliberations and there is every reason to believe that the Union will endorse the action of the Transvaal, even if the other units see in the agreement a trace of the arbitrary spirit formerly associated with the wealthy Transvaal.—*N. C. D. News.*

Intimations.

ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the SUPPLY of CARPENTERS, CARPENTERS, PLUMBERS, PAINTERS, SCRAPERS, SHOE-MAKERS or LEATHER-WORKERS for the period of 12 months commencing 1st July next to H.M. Naval Yard.

Forms of Tender can be obtained at the Chief Constructor's Office, H.M. Naval Yard, Hongkong, and when filled in should be deposited in the Tender Box at the Main Gate of the Yard not later than noon, WEDNESDAY, 16th June, 1909.

W. T. HACKADAY,
Chief Constructor.
Hongkong, 11th June 1909. [477]

THE DRAPERY EMPORIUM,

7, Lyndhurst Terrace,

ALWAYS IN STOCK.

EUROPEAN, INDIAN AND CHINESE
USEFUL ARTICLES
OF
CLOTHING, FANCY GOODS
and TOYS

AT
VERY NORMAL RATES.

READY FOR SALE.

The Latest Style Goods for Present Season
Gentlemen's and Children's.

HATS, BONNETS (Hat Flowers), RIBBONS, LACE, BRIDAL VEILS,
FANCY DRESS GOODS, MUSLINS,
LAWNS, NAINSOOKS, SHIRTINGS,
ALPACAS, HOSIERY,
ENGLISH AND AMERICAN FOOT-WEARS, &c., &c.

Prices and Samples on application.
Best attention to all Coast Port Orders.
Hongkong, 16th April, 1909. [346]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AGUILAR STREET,
HONGKONG.

Hongkong, 3rd September, 1907. [43]

O. C. MOOSA,

1 & 8, D'AGUILAR STREET.

NOVELTIES OF THE SEASON:

Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS,

FEATHERS, &c., &c.

LACE SCARVES, MOTOR VEILS

IN

VARIOUS COLORS.

MOUSQUETEIRE GLOVES

IN

WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVAIL-INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S

UNDERCLOTHINGS.

Samples on application. Coast

Port orders carefully executed.

Hongkong, 3rd September, 1907. [137]

Intimations.

THE TRUTH ALWAYS.

"When you are in doubt tell the truth." It was an experienced old diplomat who said this to a beginner in the work. It may pass in some things, but not in business. Fraud and deception are often profitable so long as concealed; yet detection is certain sooner or later; then comes the smash-up and the punishment. The best and safest way is to tell the truth all the time. Thus you make friends that stick by you, and a reputation that is always worth twenty shillings to the pound everywhere your goods are offered for sale. We are able modestly to affirm that it is on this basis that the world-wide popularity of

WAMPOL'S PREPARATION

rests. The people have discovered that this medicine is exactly what it is said to be, and that it does what we have always declared it will do. Its nature also has been frankly made known. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. A combination of supreme excellence and medicinal merit. Nothing has been so successful in Anemia, Scrofula, Bronchitis, Influenza, Loss of Flesh and Wasting Diseases, Weakness and Low Nervous Tone, and all complaints caused by Impure Blood. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from the first dose and agrees with the most sensitive and nervous stomachs. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medicinal triumphs of the age. "Watch carefully against imitations." Sold by chemists throughout the world. 10

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche

& Co."

Per Bot.

XXX Very Old Fine \$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.

10th April, 1909. [40]

D. NOMA,

PROFESSIONAL TATTOOER

AND

THE EXPERT REMOVER OF TATTOO

MARKS.

No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then

H. R. H. The Duke of York, and

H. R. H. The Emperor of Russia, and having

4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct maintenance a specialty.

Hongkong, 3rd September, 1907. [13]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions

to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

TUESDAY,

the 15th June, 1909, at 2.30 P.M., at their

Sale Rooms, No. 8, Des Voeux Road,

corner of Ice House Street,

SUNDRY VALUABLE

HOUSEHOLD FURNITURE,

Comprising:—

SILK TAPESTRY-COVERED DRAWING ROOM SUITE, TEAKWOOD SIDE

BOARDS and DINNERS WAGON with

BEVELLED GLASS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS,

TEAKWOOD WARDROBE with BEVELLED GLASS, MARBLE-TOP WASH

STANDS and DRESSING TABLES with

BEVELLED GLASS, BRASS and IRON

BEDSTEPS with WIRE and RATTAN

MATTRESSES, GLASS, CROCKERY and

E.B. WARE, TIENTSIN CARPETS and

RUGS, PICTURES, IRON SAFE, &c., &c.,

ALSO

One COTTAGE PIANO and PIANOLA,

One OLD VIOLIN and SEMI-GRAND

PIANO,

AND

One VICTOR TALKING MACHINE and

39 RECORDS.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 10th June, 1909. [176]

HONGKONG AVERAGE MARKET PRICES.

Corrected 11th June, 1909. 100 cts. per \$ Mex.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa B 20

" Corned—Ham Ngau Yuk 20

" Roast—Shiu 20

" Breast—Ngau Lam 18

" Soup, Tong Yuk 15

" Steak—Ngau Yuk Pa 20

" Sirloin—Ngau Lau 30

" Sausages—Ngau Yuk Chuan 26

Bullock's Brains— " Know 10

" Tongue fresh—Ngau Li 50

" Corned—Ham Ngau Li 60

" Head—Ngau Tau 80

" Heart—Ngau Sum 13

" Hump, Salt—Ngau Kiu 13

" Feet—Ngau Keok 8

" Kidneys—Ngau Yiu 10

" Tail—Ngau Mei 18

" Liver—Ngau Oo 12

" Tripe (undressed)—Ngau To 6

Calves' Head and Feet—Ngau Chai 10

" Head—Ngau Chai 10

" Shoulder—Yeung Shau 20

" Pig's Chittlings—Chi Chong 22

" Brains—Chi Know 2

" Feet—Chi Keok 12

" Fry—Chi Chai 25

" Head—Chi Tau 18

" Heart—Chi Sum 9

" Kidneys—Chi Yiu 8

" Liver—Chi Kon 30

" Pork Chop—Chi Pak Kwat 21

" Corned—Ham Chai Yuk 1

" Leg—Chi Pak 74

" Fat or Lard—Chi Yuk 13

Sheep's Head and Feet—Yeung Tau 50

" Keok 50

" Heart—Yeung Sum 1

" Kidneys—Yeung Yiu 9

" Liver—Yeung Oo 24

" Suckling Pigs, To Order—Chi Chai 22

" Suet Beef—Sang Ngau Yau 20

" Mutton—Sang Yeung Yau 22

" Veal—Ngau Chai Yuk 20

" Sausages—Ngau Chai Yuk Tong 20

POULTRY.

Chicken—Kai Chai 30

" Capons, Large, Small—Siu Kai 30

" Ducks—Ap 20

" Doves—Pan Kau 20

" Eggs, Hen—Kai Tan 20

" Fowls, Canton—Kai 33

" Hainan—Hoi Nam Kai 25

" Geese—Ngo 17

" Goose, Wild Shanghai—Shuang Hoi Ye 17

" Ngau 17

" Muskrat—Wong Keng 17

" Hare—Tin Chai 17

" Partridge—Che Khoo 17

" Pheasant—Shan Kai 17

" Pigeons, Canton—Pak Kup 25

" Holchow—Holchow Pak Kup 23

" Quail—Um Chun 26

" Rice Birds—Wo Fa Cheuk 20

" Snipe—Sa Ouk 20

" Turkeys, Cook—Fo Kai Kung 20

" Hen— " Na 20

" Wild Ducks, Shanghai, Sulap 20

" Teal, Shanghai, Sulap 20

" Wild Ducks Canton—Sang Shing Sulap 20

" Ap 20

FISH.

Barbel—Ka Yu 10

" Bream—Bin Yu 10

" Canton Fresh Water Fish—Hoi Bin Yu 10

" Carp—Li Yu 10

" Catfish—Chik Yu 10

" Goldfish—Mun Yu 10

" Grabs—Hal 10

" Gudgeon—Fak Kup Yu 10

" Herring—Tao Pak 10

" Halibut—Cheung Kwan Yu 10

" Labrus—Wong Fa Yu 10

" Loach—Wo Yu 10

" Lobster—Lung Ha 10

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1842.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.

Watson's HYGIENOL, AND BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE.

Price per Pint 50 cents
" " Gallon 12.00

A. S. WATSON & CO.
LIMITED.
HONGKONG DISPENSARY
AND
KOWLOON DISPENSARY.
Hongkong, 17th March, 1909.

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Ho Lee Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected matter, nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$8 per annum.
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The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.
The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residence without any extra charge. On copies sent by post an additional \$1.00 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

BIRTH.
On June 6, 1909, at Shanghai, the wife of L. E. CANNING, of a son.

MARRIAGES.
On June 7, at Shanghai, DENIS EWART, eldest son of Mr. and Mrs. A. R. Donnelly of Ningpo, to ISABELLA ELIZABETH, second daughter of Captain and Mrs. R. Johns of Wuhu.

On June 7, 1909, at Shanghai, EDITH ANNIE McDONALD, daughter of Frank McDonald, of Sydney, New South Wales, to W. DENNIS, eldest son of S. F. Dennis, of Walthamstow, England.

On Monday, June 7, 1909, at 2.30 p.m., Mrs. AGNES CLYDE RICKER, the sister of Dr. and Mrs. John Goddard, to Mr. DANIEL COATH, at Shanghai.

DEATH.
On June 7, 1909, at Shanghai, JOHN WILLIAM JONES, of the China Mutual Life Insurance Co., Shanghai, aged 29 years.

Dr. Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 12, 1909.

BANKING INSTITUTIONS IN THE NORTH.

In Shanghai, the question of banking institutions seems to overshadow all others. Whether it is because the Chinese banks there are less trustworthy than they are in Hongkong, or not we are not in a position to say, but this much we do know, that one seldom hears of fraudulent transactions, suspensions or anything of a similar character in this Colony, at least, not on

the scale which seems to prevail in the Northern Settlement. The *Mercury* of Shanghai is usually very hot in the pursuit of native banks which have made defalcation in respect of their funds and once again our contemporary has been having a fling at the Chinese banking institutions in the North. It remarks, with justice, that for many months the foreign bankers, merchants, and newspapers in China have been urging upon the Chinese Government the necessity for controlling in some effective way the operations of native banks, of which such a large number has recently sprung into being, some with considerable capital and more or less guaranteed thereby against the difficulties and dangers which the foreign banking and mercantile community has foreseen must inevitably overtake the less satisfactory of these concerns by reason of their inadequate resources, and other deficiencies, especially the deficiency of ready money with which to meet the notes put into circulation to amounts exceeding enormously the very maximum available funds within their call. It has long been prophesied that the smash must come sooner, or later, and better sooner than later most competent judges would be inclined to think. Apparently the beginning of the smash has come. On the last day of May the Hsin yi Bank—suspended payment, and round its doors could be seen a crowd of depositors, some of obvious wealth, others of the better middle-class, and still others of a lower order, clamouring for their money and far from satisfied with the brief notice pasted on the door to the effect that though business would be suspended for a few days it was hoped that the doors would be opened again shortly. The latter half of the information appeared to afford cold comfort, nor were the depositors particularly impressed when informed that the bank's affairs had been put in the hands of the Taotai and the Chairman of the Chinese Chamber of Commerce. In the absence of official receivers and officials of that type in China, overburdened taotais and gentlemen whose interests are as manifold as must be those of the Chairman of Chamber of Commerce, interests indeed so wide that they may possibly include the defaulting or embarrassed concern itself, are, we suppose, the only possible resources in emergencies of this kind, but the arrangement can hardly be considered satisfactory and only serves to emphasize the necessity for more effective Government control, and resource in the new conditions of business and commercial life obtaining in China to-day. Our contemporary proceeds to say that in the banking world, such conditions are the root of the whole matter—effective Government control. If that were established, and if there were adequate legal remedy for those damaged by breach of properly-framed banking laws, there would be an end to the growth of "mushroom banks" and to the humiliating experience which many of us have undergone in recent months of having our bank notes refused, not because they were forgeries, but because they were issued by institutions with no adequate security behind them. As far as the journal in question could learn at the time of writing the collapse in the present instance was due entirely to the issue of "shin-plasters," not to any defalcations or misdeemeanors on the part of any officer of the bank, and thus the incident is simply the Q.E.D. at the tail of the long theorems, propounded so ably and so oft by the local foreign Chamber of Commerce, the China Association, the Peking correspondent of the *Times*, by scores of well-known merchants and financiers, and, not least, by every journal of a responsible character on the China Coast, or indeed throughout the Far East. It may be (continues the *Mercury*) that this is but the beginning of a serious crisis, though we hope it is not. It is urged in defence of the bank, that the actual state of its reserves against note issues was made public by a dismissed employee and that had this person been less bitter and more discreet no insecurity would have been felt and the bank's business would have continued without what we will hope is to be only interruption. Unfortunately, bank depositors are, but human, as are dismissed employees, and as soon as the breath of suspicion stirs they begin to look out for themselves; and it is quite certain that whether this special form of undue publicity is adopted or not, a bank, or any other form of commercial institution, must eventually find itself in difficulties if, whether the public knows it or not, it cannot take up its paper. It is greatly to be feared that the incidents referred to will not remain conspicuous by their singularity, for disappointment begets distrust, which is the mother of panic, and it will need cool heads and a lot of ready cash to avert a crisis, for there is serious ground for believing that several of these new institutions are far from being, whatever may be their name, "true and righteous" altogether.

On the 31st ultimo the opening ceremony of the Tairon factory of the Onoda Cement Company, which has just been constructed at a cost of 500,000, took place. The premises of the factory cover 700,000 square feet of land on which the material for cement is obtained.

LOCAL AND GENERAL.

The American squadron left Yokohama on 7th inst. for Hakodate.

VIC-ADMIRAL Sir Hedworth Lambton arrived at Tairon (Daly), on 7th inst. from Port Arthur.

FROM and after the 1st October, 1909, the fees to be paid on a hawker's licence shall be \$3 payable in two half-yearly instalments.

THE registration of a memorial of re-entry by the Government of Ma Wan Lot No. 23, on the 23rd December, 1908, has been cancelled.

FRESH orders have been given to the Viceroy and Governors of all the provinces to preserve the sovereign rights of China in her territorial waters.

A LARGE bull rhinoceros amok at Kluang, British North Borneo, recently. It had a large wound in the shoulder and departed after doing some damage.

MR. John Bandow will be in charge of the Danish Consulate in Hongkong during the absence on leave of Mr. C. Friesland or until further notice.

It is notified in the *Gazette* that the Reverend J. H. Vömel has been recognised as president in Hongkong of the Basel Evangelical Missionary Society.

HIS Imperial Highness Prince Fushimi has been appointed Honorary President of the forthcoming Anglo-Japanese Exhibition to be held in London.

MR. N. MOSES has been appointed a surveyor of boilers of unlicensed steamships under 60 tons burden during the absence on leave of Mr. W. C. Jack.

THE Grand Council has instructed the Waiwupu to submit to the Throne the various Treaties which have been entered into by China with foreign countries.

It is notified that alterations in the numbering of houses in Victoria and Tung Lo Wan have been made under the provisions of section 41 of the Rating Ordinance, 1901, (Ordinance No. 6 of 1901).

WITH a view to preserving song birds in this Colony, His Excellency the Governor will be glad if all holders of game licences under Ordinance No. 6 of 1885 will destroy magpies whenever opportunity offers.

ACCORDING to native reports the gentry living in the vicinity of Henli have petitioned the Viceroy at Nanking against the holding of the regatta at Henli. His Excellency has ordered the Shanghai Taotai to communicate with the Senior Consul on the subject.

ACCORDING to a Tokio despatch of 7th inst. The *str. Nippon Kai Maru* caught fire off the Aomori Prefecture and sank immediately. Of those on board, twenty-seven were saved and eleven bodies were recovered; but 130 fishermen and sixteen of the crew were drowned.

THE Naval Court-martial sitting at Nagasaki on H.M.S. *Kent*, for the trial of those responsible for the mishap to the destroyer *Kame*, was concluded on the 24th ultimo when Lieutenant-Commander Thomas was "reprimanded." The *Nagasaki Press* points out that this is a formal and moral sentence only, the nearest possible approach to an acquittal.

HIS Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinance passed by the Legislative Council:—An Ordinance to authorize the appropriation of a supplementary sum of five hundred and twelve thousand two hundred dollars and thirty-four cents, to defray the charges of the year 1908.

HIS Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 2, 1909, entitled an Ordinance to authorise for public purposes the reclamation of certain portions of the Crown foreshore and sea bed situate in Huphug Bay in the Colony of Hongkong and to validate such reclamation as has heretofore taken place.

IT is announced that the sixteen United States battleships which made such a spectacular voyage round the world are to be remodelled. According to the *New York World*, much of the cumbersome superstructure on the battleships, which affords a splendid target for an enemy, will be taken off. Another innovation would raise the armour-belt to a point where it would become more effective.

MR. G. H. CORSE, Junr., General Oriental Agent of the Chicago, Milwaukee and Pacific Coast Railway Co., arrived at Shanghai on Sunday night by the *Tseng Maru*. Mr. Corse will establish an office in Shanghai in connection with the new Trans-Pacific service of the Osaka Shosen Kaisha, the first steamer of which sails from Hongkong on July 3 for Tacoma, via Shanghai and Japan ports.

AN official telegram reaching the Home Department in Tokyo reports that on the 2nd ultimo, after the establishment of the defence line against the Nantoum tribe of aborigines had been completed, a police officer and ten volunteers were murdered and the defence line broken. It was re-established on the 20th ult. The length of the line is now about seven miles. The line has been constantly attacked by the aborigines, four police officers, four volunteers, and three coolies being killed and three police officers, two assistants of police and ten volunteers wounded. The loss sustained by the aborigines was 26 killed, the number of the wounded being unknown. It is stated, the aborigines have now realised the hopelessness of their position and have offered to surrender, with 33 rifles.

MR. W. E. KER, Acting-Commercial Attaché to the British Legation in Peking, in place of Sir Alexander Hodge, is now staying in Shanghai at the Palace Hotel, and has opened an office as usual, at the British Consulate-General.

HIS Excellency the Governor has been pleased, under instructions received from the Secretary of State for the Colonies, to appoint Mr. T. K. Dealy to be headmaster of the Queen's College in succession to Dr. G. H. Bateson Wright, retired on pension, with effect from the 7th April, 1909.

THE river steamer purchased by the Chinese Ning Shao Steamship Company from the Fochow Government Dockyard to run on the Ningpo line has arrived at Shanghai and will begin her regular service in a fortnight. The vessel has twelve first-class cabins, forty second class and stowage capacity for 3,000 people.

THIS afternoon, the Hon. Mr. and Mrs. F. H. May left for a brief holiday in the homeland. A number of friends gathered at Murray Pier to wish the departing official *bon voyage*, among whom was Mr. C. Clementi, Assistant Colonial Secretary. The Government launch *Victoria* was requisitioned to convey the party on board the homeward-bound liner.

A COMPLIMENTARY dinner is to be given at the Hongkong Hotel this evening to Mr. Geo. A. Caldwell, the popular and energetic secretary of the Hongkong and Whampoa Dock Co., Ltd., by a few of his friends, present and past members of the office and technical staff of the Dock Co., upon the completion of Mr. Caldwell's twenty-five years' service with the Company whose interests he has faithfully served and sought to promote even at a time when his health did not permit of much strenuous labour.

MR. CHIROL and Dr. Morrison were presented to His Majesty the Emperor of Japan on the morning of the 9th ultimo by the British Chargé d'Affaires. It is almost unprecedented for foreign journalists to have the honour of being received in audience by His Majesty, and the late Mr. Fukuchi, regarded as the doyen of Japanese journalists, is the only Japanese who has enjoyed similar honour, it being accorded in special circumstances. When returning to Tokyo from the seat of war during the Sushima Rebellion, Mr. Fukuchi was called upon to report to the Emperor on the situation of hostilities.

CANTON DAY BY DAY.

CONSULAR VISIT.

[From Our Own Correspondent.]

Canton, 11th June.

The Viceroy received the Japanese Consul at Canton this morning.

FLOOD DISASTER.

A letter from Kwangsi states that, in the market place of Luk Chan, in the Ping Nam district, one hundred and fifty buildings have collapsed in consequence of the recent floods and there are at present only a small number of shops left, all in a ruined condition. A great number of cattle has also been swept away by the floods.

FLOOD RELIEF.

The Canton Central Relief Committee is still continuing to dispatch expeditions one after another to the flooded districts to relieve the sufferers with rice and other articles of necessity.

DEAR FUEL.

Owing to the floods firewood could not be shipped down from up country to Canton, and consequently the price of this commodity has gone up considerably in the city as well as in the town of Fatsan.

THE PACIFIC MAIL S. S. CO.

A New York telegram states that Mr. Harriman, announced, prior to his departure for Europe, that he would not sell the Pacific Mail line. An intimation to this effect has reached Japanese who wished to open negotiations for the purchase of this line of steamers.—*N. C. D. News.*

UNIQUE PROSPECTING.

POSSIBLE STROKE OF FORTUNE FOR NAGASAKI.

A short time ago, says the *Nagasaki Press*, it was rumoured abroad that rich coal beds had been discovered in our midst and that Nagasaki would boom and expand to calamitous dimensions within a very brief period. With sufficient circumstantial evidence to dispel the idea that we were being fooled entirely, we set about finding out all there was to know about the matter, which is, briefly, as follows:

Mr. Kataoka, a well known merchant in Oura, Nagasaki, has discovered a rich bed of coal in the narrow channel between Korote Island and Sakito Island, near Sasebo. The discovery was made by shell-divers, and is lying bare at the bottom of the sea, from four to five fathoms from the surface and covers a large area. This unique colliery only needs competent divers and explosives to raise the mineral, but the owner's plans are not yet public property and up to the present we understand he has gone no further than making application to the authorities for permission to work his "submarine mines." Mr. Kataoka informs us that the coal, a sample of which he has in the office, is of good quality, though soft, and will probably turn out a good steam fuel.

Apart from the foregoing, Mr. Kataoka has extensive works in progress on Sakito Island, close to the Kyushu Taiko Kisen Kaisha (Steam Colliery Co.), which may be in working order within about two years, producing coal to an unlimited extent. The proceeds from this and his sea-bed colliery will be more than sufficient to supply all demands. Nagasaki will be made the principal depot for the output and, according to the present outlook, the good townspeople of Nagasaki may look forward to the port's resurrection in the near future, the result of local enterprise.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE HONGKONG UNIVERSITY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—The Governor's University scheme has produced an outcrop of surprises. In the first place, it brought forth Mr. H. N. Mody's generous offer to provide the building equal to the liberal individual responses from Chinese gentlemen and firms in Hongkong accounted for a donation totalling \$170,000 so far. A magnificent total when the present strenuous times are taken into consideration. The "Empire Day" announcement from the Taihook Hong burst upon the Colony with agreeable suddenness, and yesterday you were able to officially confirm the report you were the first to give of the Canton Viceroy's splendid help towards the endowment funds. Two hundred thousand dollars in a lump sum with the promise of more to come shows the largeness of heart of the Chinese people who are ever ready to manifest their gratitude in a tangible form. Viceroy Chang Jen-chun saw in the project a benevolent move on the part of Sir Frederick Lugard to advance the moral and intellectual interests of the Chinese people, especially those of South China, and as readily, in the words of the Governor, "welcomed the scheme as one which would confer a benefit on the people and promote friendship and co-operation in high objects between our [the British and Chinese] nations." The Chinese Viceroy's appreciation of the project, at once took practical form and his ability to provide almost at once a sixth part of the total amount of money required to set the University on a permanent working footing speaks volumes for the enthusiasm with which he has seized upon the idea of a university in the immediate neighbourhood of Canton and for the energy with which he went about to give effect to that spirit of enthusiasm. My information is that the two lakhs of dollars was made available under viceregal instructions to the Sin-hau-chu, or Board of Reorganisation, the Provincial Treasurer, and the Salt Commissioner. As a result of the manifesto, which has been issued by H.E. Chang, and an excellent summary of which I first read in the *Hongkong Telegraph*, which has been addressed to the officials, merchants, and gentry of the Province under his administration, I should not be surprised if a sum almost equal to that donated by the Viceroy is raised within the next month or so. I have it on the best authority in Canton that the officials and *litteals* of the district have been infected with the venerable Viceroy's enthusiasm in the scheme. The Chinese race is nothing if not an eminently practical one; and with an eye to the inestimable advantages which will accrue to the nation from an university established on the very threshold of their doors, they eagerly came forward with their quota to assist in the successful and early founding of the institution.

The support from the Viceroy is unquestionably a feather in the cap of the Governor, Sir Frederick Lugard. I confess that, with many others with whom I have discussed the subject, I was sceptical of the Colony's ability to raise the £1,000 within the short period of six months. The result, however, has proved that Sir Frederick has obtained a closer insight into Chinese sentiments than many, with longer experience of these people, have done. And his confidence in them has been amply justified.

It also bespeaks a masterly diplomacy on the part of the British Governor which has raised British prestige in Chinese eyes to a very considerable degree. What if Sir Frederick had yielded to the clamours of anti-Canton subsidy doing declaimers and placed a ban on them against admission into Hongkong? Would not this drastic act of prohibition at once raise doubts and suspicions in the minds of Viceroy Chang and his advisers of the friendship of the British colony towards the neighbouring Province? If gratitude is a trait in the Chinese character, "unforgiveness" is also one of their idiosyncracies. From a friendly manifestation towards an ambitious Colonial project, Hongkong might have raised a veritable hornet's nest by invoking the ire of the millions of Kwangtung against her trade and institutions. The lessons of the boycott should still be fresh in our minds, and without going any further were the mercantile and manufacturing classes in Canton and the interior to taboo the notes of our local Banks, we should find ourselves landed in a bad predicament.

All things considered there is much to admire and commend in the policy adopted by the present Governor of being *fortiter in re, suaviter in modo*. The rabid doctrine of the anti-Chinese party is to be deprecated. We have in the most recent exchange of communications between the heads of the Executive in Canton and Hongkong, a most gratifying manifestation of that perfect understanding which cannot fail of their best results to the advantage of both the British and Chinese people.—I am, etc.

JOHN CHINAMAN.

Hongkong, 11th June, 1909.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—The news that H.E. Chang Jen Chün, Viceroy of Canton, had given the handsome donation of \$200,000 towards the Endowment Fund of the proposed University as announced in your columns must have come as a pleasant surprise to those who have the welfare of the Colony at heart and particularly to Sir Frederick Lugard, who, since the idea of a local seat of learning was first mooted, has spared no pains in making the scheme find favour in the eyes of those not only resident in the Colony, but also the most influential citizens residing in other important centres in the Far East, and even in England. The interesting correspondence which passed between the Governor and H.E. Chang has doubtless been read with the greatest interest. The Governor, with his usual tact and a refreshing disregard to what to a less confident mind would appear as insurmountable difficulties, has succeeded in gradually swelling the subscriptions until

now the gift already promised amount to very near the required sum. Only the other day, the magnificent donation of \$40,000 by the princely house of John, Swire and Sons, was made known to the public, and this second instance of disinterested and outside aid would seem to augur well for the success of the scheme. There is no doubt that much of the lively interest evinced in the scheme has been the outcome of the Governor's sincere desire to see a university established in this far outpost of the British Empire, and if ever the scheme becomes an accomplished fact, as there is every likelihood of its doing, the name of Sir Frederick Lugard will always be associated with the birth of a great institution. This manifestation of solid help by a friendly Viceroy is a significant sign of the times, and is the surest proof that China is waking up from her ancient lethargy. With their characteristic insight into the misty future, the Chinese, by their sympathies with the project, only show that they are fully alive to the benefits which would eventually accrue to their posterity, and just as Queen's College has turned out students who are now successful men in various walks of life, so in the same way the tremendous possibilities of even a greater institution may send forth men who will prove national assets to a regenerate China. I am afraid I have been deviating from the principal object of this correspondence—that Hongkong fully appreciate this latest gift of the Viceroy, which could only have been actuated by the highest sense of Christian charity. The period of time within which to collect the entire amount required for the Endowment Fund, upon which understanding Mr. Mody has made his conditional offer, is fast drawing to a close, and it is of vital importance that the balance of the sum should be forthcoming before that time. This has an important bearing on the ultimate success of the scheme, and it is only to be hoped that this essential fact will not be lost sight of by those whose duty it is to see the University established. Certainly the Canton Viceroy's gift should act as an incentive to those who have not already subscribed to come forward with the balance still required.—Yours, etc.

A WE. L. WISHER.

Hongkong, 12th June, 1909.

SINO-JAPANESE RELATIONS.

SPEECH BY DR. MORRISON.

At the inaugural banquet of the International Press Association at the Imperial Hotel, Tokyo, on May 29, Dr. Morrison, Peking correspondent of the *Times*, responding to the toast of his health, said:

I have to thank you for the honour you have done me in inviting me to the inaugural banquet of your Association and to thank you for the opportunity thus given me of expressing my cordial appreciation of the unfailing courtesy and attention that have been shown me during my several visits to this hospitable country.

I was an early believer in the greatness of Japan and early convinced myself of the great part she was destined to play among the foremost nations of the world. To this conviction I have adhered unflinchingly. Equally sincere was the conviction that I early formed and since have held of the infinite possibilities of the future of China, covering as it does so large an expanse of the world's surface and peopled as it is by a virile and industrious race indubitably capable of attaining to the highest degree of development, intellectual and physical.

Until quite recent years, China presented the remarkable phenomenon of a vast extension of race existing concurrently with a continued shrinkage of the area of her Empire. National sentiment in China, stimulated by self-denying agreements of several Powers demands that further diminution of that area of Empire shall cease and that the nation shall increase in strength and solidarity.

Those of us who live among the Chinese are animated by a sincere sympathy with their aspirations and who witness the efforts they are making to follow, however haltingly, in the footsteps of Japan advance their position among the nations have viewed with regret the course of recent relations and the obstruction of differences tending to impede the harmonious co-operation of the two great Empires of the Orient. We will rejoice when those irritating misunderstandings shall have been removed, as there is every reason to believe that they will be removed, and nothing can more effectively contribute towards their removal I than the Press of the two countries, especially a press inspired, as is this International Press Association, with a lofty desire to promote international amity.

Feeling as I do a deep regard for the welfare of the country in which I live nothing has been more gratifying to me during my present visit to Tokyo than the expressions of goodwill towards China which I have heard from all classes of Japanese—gentle expressions of sympathy with a country to whose ancient civilisation Japan has owed so much in the past and whose people have only too recently awakened to a consciousness of nationality.

CHINESE COMMEMORATION STAMPS.

In commemoration of the succession to the Throne of Emperor Hsuan Tung three special postage stamps, the designs of which are said to be very pretty, will be issued about the end of July, or the beginning of August next. The values are to be 2, 5, and 7 cents respectively. Two million pieces of each of the 2 and 5 cent denominations and one million of each of the 7 cent denomination—the latter two are new values by the way, which are to be retained as ordinary stamps hereafter—will be printed. These figures will not be exceeded.

As the demand for these commemorative stamps is sure to be very great, it is advisable for those who wish to buy a number of them to secure them in good time. The stamps will be allotted to the various Imperial Post Offices.—*Shanghai Mercury.*

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

PRATAS ISLAND.

CLAIM FOR COMPENSATION.

[By courtesy of the "Shing Po"]

Peking, 11th June.

The gentry of the Canton Province has forwarded a telegram to the Waiwupu urging the Ministry of Foreign Affairs to present a claim to Japan for compensation to property damaged by Japanese settlers on Pratas Island.

THE OPIUM HABIT.

IN KWEICHOW PROVINCE.

[By courtesy of the "Shing Po"]

Peking, 11th June.

It is very difficult to stamp out the opium habit in Kweichow Province, inasmuch as most of the officials, including the Provincial Judge, are confirmed opium smokers.

CHINA AND FRANCE.

THE EXTRADITION TREATY.

[By courtesy of the "Shing Po"]

Peking, 11th June.

With regard to the Treaty recently concluded between China and France for the extradition of fugitive criminals, the gist of the compact is that France undertakes to hand over to China all the prisoners arrested in Annam; she also undertakes the prohibition of seditious publications by revolutionists in Annam.

CHINESE IN SAN FRANCISCO.

ATTRACTIVE NEW CLUB-HOUSE.

The Kong Chow Friendly Society in San Francisco is a new Chinese Club, whose members are among the leading men of the Chinese colony, from the officials at the Consulate to the business and professional men. The Kong Chow Society will hereafter be known as the builder of a modern club-house, designed largely after western ideals, yet dominated by a distinctly Oriental character. Its new building will be in fact a Chinese pagoda with the quaint lines of ancient Chinese architecture faithfully carried out in roofs, verandahs and details.

The building is in course of construction upon a large lot in the block bounded by Pine, California, Kearny, and Dupont Streets. It stands back from Pine and Kearny Streets and has an entrance from Pine Street deventeen feet wide, where a magnificent Oriental doorway will be erected.

This doorway is characteristically Chinese with oak wood and Chinese oak carvings on an elaborate scale brought here from the Orient, marble walls and a bronze door with heavy grill work. There will be a covered hallway to the building in the rear, which will enter through the south side wall. A courtyard thirty-two by sixty-eight feet has been laid off in front, before the facade which faces the east, and the main building is sixty-eight by forty-six feet. The courtyard will be covered with encaustic tiles of Chinese design and a magnificent Chinese fountain will grace its centre, directly in front of the main doorway.

For the facade marble and glazed brick will be used, together with terra cotta red tile roofs with heavy extending cornices. Chinese inscriptions will be carved in the marble and filled in with gold leaf. Chinese colouring will be used for the colour scheme. There will be three stores, all devoted to the social purposes of the Kong Chow Society.

The ground floor will contain the main lodge room and two spacious reception rooms; and the upper floors will be arranged in eight rooms for the club and also offices and accommodations for the attendants. A kitchen will be provided on the ground floor, where banquets will be prepared and meals cooked for the members.

The architects are Charles Paff and Co., who are assisted by the president of the Club, who has brought ideas from Canton for the building.

SHIPPING AND MAILS.

MAILS DUE.

German (Yorck) 16th inst.
American (Empire) 10th inst.
Canadian (Empress of China) 24th inst.

The S. S. Zafiro left Manila on 12th inst., and is due here on 14th inst., at 6 p.m.

The C. N. Co.'s S. S. Hangchow left Chinkiang on 11th inst., and is due here on 16th inst.

The N. Y. K. S. S. Yokohama Maru, Bombay Line, left Moji for this port on 10th inst., and is expected here on 16th inst.

The P. & O. S. S. Prome, it due here at 6 a.m. on 15th inst., will leave for Marseilles, London and Antwerp at noon on 16th inst.

The N. Y. K. S. S. Mikhima Maru, European Line, left Singapore for this port on 11th inst., and is expected here on 16th inst., p.m.

The N. Y. K. S. S. Sado Maru, European Line, left Kobe for this port via Yokohama and Shanghai on 12th inst., and is expected here on 21st inst.

ALLEGED MANSLAUGHTER.

THE KIUKIANG AFFAIR.

A Kiukiang despatch, of the 2nd inst., to the Peking Daily News makes reference to the case of alleged manslaughter alleged to be in our telegram columns during the week. The Peking paper says:—Great dissatisfaction prevailing owing to Prefect Hsu Hsi Ku not acting in accordance with the instructions from his senior in the case in which an English police officer has been charged with killing a scholar. The instructions referred to above are as follows:—

Kiukiang, 21st May.

The Governor has now despatched Prefect Hsu Hsi Ku to proceed to the Prefect of Kiukiang and to co-operate with him to deal with this case. Tachai Li of the Foreign Bureau had a long conversation with Prefect Hsu Hsi Ku before he left which is reported to be as follows:—Sir, You are now sent on a mission which involves serious and important issues. Do what is right and never permit yourself to be tempted by fascinating words from anybody. In connection with this case I have in mind four important items to which I desire to draw your attention, namely: first, the death of Yu Fat Ching was brought about by the wound he received, his corpse therefore forms a source from which proof will be obtained, and it has to be preserved at all cost for post mortem examination; secondly, when post mortem examination takes place, you will have to secure the presence of not only an English doctor and the British Consul-General, but the presence of doctors of other nationalities; thirdly, you are to keep strict watch of the movement of the English police officer in order not to let him escape; fourthly, do all your utmost to see that the people do not become excited over the matter. These four principal items, Sir, are important ones. You exercise caution and discretion. Do not take rash steps and respect yourself.

Moreover, Sir, you are a deep medical student. I have no doubt that you know what are the best steps to take so that when the case is finished His Excellency will have nothing to regret for having appointed you to this mission.

JAPANESE SETTLEMENT IN HANKOW.

COMPLETION OF WORKS.

A Hankow message to the Osaka Mainichi says:—The completion of the official works on the Japanese settlement at Hankow having been completed, the occasion was celebrated on the 1st instant by a dinner. There were present more than 200 guests, comprising foreign Consuls, members of the municipal councils of various nations, Chinese officials, and the leading Japanese residents. A number of officers from the Japanese cruiser Akashi and Otowa in the harbour were also present. In the course of the function Mr. Takahashi, Japanese Consul, who spoke in English, gave a brief history of the work and thanked the foreign guests for their presence. Mr. Ramsay, chairman of the Municipal Council of the British settlement, responded. A report by Mr. Kumagaya, engineer of Messrs. Okura & Co., the contractors of the works, was then read. About ¥400,000 has been spent on the construction works, the completion of which took three years.

The Japanese settlement, adds the message, is growing in prosperity every day, the number of houses increasing with the Japanese population. The Kosho Company, a Japanese firm, is now constructing a number of large houses for letting purposes, while many Chinese are also erecting houses. A vegetable market will be shortly established, while a tea-firing house is to be erected next month. The new building of the Japanese Club is to be constructed at an estimated cost of \$15,000, and a piece of land has been purchased at a price of 4,500 taels. The site of the station on the Hankow-Wuchang Railway has been selected just opposite the Japanese settlement.

GERMAN OFFICER DROWNED.

Another instance of the treacherous nature of the Whangpoo River has been given by the drowning of the First Lieutenant of the German gunboat *Illis*, which even occurred on Friday evening at Woosung, reports the Shanghai Times of 7th inst. The ill-fated officer, who only arrived on that day from the Fatherland by the steamer *Oldenberg* to take up his duties on the *Illis*, was in the act of boarding his vessel when he missed his footing and fell. The tide was racing past at the time and the officer disappeared from sight and thenceforth was seen no more. Of course, a search was made in fact, all possible steps were taken to save the unfortunate officer's life, but they were unavailing. Naturally the event has cast a great gloom over the German naval men in port, but particularly over the 600 men who were fellow passengers on the *Oldenberg*. Owing to the fact that the naval authorities have not supplied the German Consul-General with a detailed account of the accident we are unable to obtain the name of the unfortunate officer. He was, we are given to understand, to succeed Lieutenant Captain Wendt on the *Illis*.

The body was recovered at Woosung yesterday morning and was immediately conveyed on board the *Illis* which was anchored at Woosung while the search for the body was carried on. The body was placed in a coffin and the *Illis* came up to Shanghai arriving during the early afternoon. The remains were then taken ashore covered with the naval ensign, and followed by detachments of officers and men from the gunboats *Illis* and *Luchs*. They were taken to the Bubbling Well cemetery and interred with full naval honours, the customary volleys being fired over the grave at the conclusion of the sad ceremony. There were numerous floral offerings sent by the various ships, which were piled on top of the grave. During the afternoon the Custom House flag and the flag on all the men-of-war in port were half-masted as a token of respect.

RAIS AND PLAGUE.

DESTRUCTION AND MULTIPLICATION OF THE RODENTS.

Since it has been demonstrated beyond all doubt that the rat is one of the most formidable agencies in the propagation of plague, the Japanese authorities have instituted a vigorous crusade against rodents with a view to their extermination. Thousands of yen have been expended by various municipalities for the destruction of rats, but the work of extermination seems as far off as when it was begun, so rapid is their fecundity. Since the advice of Dr. Koch to keep cats for the destruction of rats on the occasion of his visit to Japan last year, the value of the felines has greatly risen in popular estimation. In the meantime, the leading municipal authorities have not discontinued the purchasing of rats, which command a price of from 2 to 5 sen a head.

In this connection, some remarks on the subject by Dr. Miyajima, quoted by the Tokyo Asahi, may be found interesting. The rats commonly found in Japan, he says, may be divided into three species, namely, the Egyptian (Alexandria) rat, the gutter rat, and black rat. The first-named, which has a long tail, is the commonest and will be found in nearly every household; the second, as its name implies, lives in sewers or gutters and has a short tail; while the third lives mostly on board ships. The black rat, which is indigenous to Asia, migrated to Europe in the Middle Ages and to America during the sixteenth century. It is now found in nearly every part of the world. The gutter rat was first found in Western China. It migrated thence into Russia in the seventeenth century and subsequently to Western Europe, spreading during the eighteenth century to France, Germany, and other countries.

Dr. Miyajima then proceeds to mention the great fecundity of rats. About a hundred days after they are born they begin to breed, and the animals bear six young on an average, the time of gestation being about 35 days. For example, a pair of rats that are born on New Year's Day will multiply into 128 rats by the end of the year. Taking the human population of Tokyo at 1,000,000 and assuming that there live in the city a similar number of rats, the latter will increase to 131,500,000 at the end of twelve months. It is computed that the Tokyo Municipality has bought up during the last four years 1,500,000 rats a year on an average, only 125,000 rats thus being destroyed in a month. Supposing that the rats in Tokyo multiply at the rate of 131,500,000 a year, no work of extermination will be effective unless something like 945,000 are killed every month. At present ¥95,000 per annum is spent by the Tokyo authorities for the destruction of the rodents, and according to this rate ¥700,000 would be necessary for the total extermination of rodents in the capital. Of course, this is merely a calculation based on surmise, but there is no doubt that the number of rats destroyed at present represents only a small fraction of those living, and consequently as a preventive measure of plague the measures taken are not very effective.

With regard to Dr. Miyajima's observations regarding rats, the following extract may be read with interest:—

"The two species to which the name rat is most strictly applicable are the so-called old English black rat, *Rattus*, and the common brown or Norway rat, *M. decumanus*. The first of these is a comparatively small and lightly-built animal, seldom exceeding about 7 inches in length, with a slender head, large ears, and a long thin scaly tail about 8 or 9 inches in length. Its colour is, at least in all temperate climates, a peculiar shining bluish black, rather lighter on the belly, the ears, feet, and tail being also black; but in tropical regions it is represented by a grey or rufous-backed and white-bellied race to which the name Alexandria rat has been applied, owing to its having been first discovered at Alexandria, but which cannot be considered to be really specifically distinct from the true black rat. Its disposition is milder and more tameable than that of *M. decumanus*, and it is therefore the species to which the name white and pied rats kept as pets commonly belong. It is said that in some parts of Germany *M. rattus* has been lately reasserting itself and increasing at the expense of *M. decumanus*, but this seems very unlikely from the previous history of the two animals.

"The brown or Norway rat, *M. decumanus*, is a heavily built animal, growing to 8 or 9 inches in length, with a bluff rounded head, small ears, and a comparatively short tail—always shorter than the head and body combined, and generally not longer than the body alone. Its colour is a uniform greyish brown above, and white below, the ears, feet, and tail being flesh-coloured; melanistic varieties are by no means rare, and these are often mistaken for true black rats, but the differences in size and proportions form a ready means of distinguishing the two. The brown rat is believed to be a native of Western China where a wild race has been recently discovered so like it as to be practically indistinguishable. The two species agree fully in their predaceous habits, omnivorous diet, and great fecundity. They bear four or five times in the year from four to ten blind and naked young, which are in their turn able to breed at an age of about six months. The time of gestation is about twenty days."—Japan Chronicle.

This Sandakan correspondent of the Singapore Free Press writes:—We hear that Mr. Chittenden, who was in charge of the oil prospecting party here, is leaving for Europe by the next steamer, the *Marudu*. The scientific staff will, we understand, remain at work, which probably means that Mr. Chittenden will not be very long at home. The British Borneo Exploration Co. have just received an addition to their staff, in the shape of a geologist from Europe. We hope this augurs that something has been found worthy of wide consideration; as Borneo hardly wants some such fillip at present, and hardly anything better could be imagined than a good oil or mineral discovery.

COMMERCIAL.

WEEKLY SHARE REPORT.

In their weekly share report of to-day's date, Messrs. Erich Georg & Co. write:—

Our market has ruled very strong, and a steady business has been going on during the week, under review; and at rates, which in several cases show some little improvement. The sterling demand rate of exchange on London closes at 12. 9/16d., while the rates on Shanghai are 11s. 7/4 for a Bank T/T, and 11s. 7/4 to 11s. 7/4 for a three days' sight Private Draft. Bankers in London are quoted 24/3/16d., and Consols 234/5/16. The Bank of England's rate of discount remains 2 1/2 per cent., while the private market rate of discount has advanced to 2 per cent.

Bank Shares.—Hongkong and Shanghai Bank shares sold at \$98 1/2 to \$99, closing with further sellers at latter rate; the London rate has gone up to £91. Nationals are unchanged. Marine Insurance Shares.—There have been no sales reported and rates are unchanged, except North Chinas, which are wanted at 11s. 10s.

Fire Insurance Shares.—Hongkong sold at \$345, closing firm. Chinas are in demand at \$110, but there are no shares to be had at the moment. Shipping Shares.—In Hongkong, Canton and Macao Steamboat Company's shares a fairly large business has been done at \$33 1/2 and \$33, and there are further buyers at that higher rate. Indo-Chinas have ruled quiet at \$74, London reporting a drop of 10s. (1/4 for preference and 1/2 for deferred shares), while in Shanghai 11s. 55 has been accepted. China and Manilla, Douglases, and Star Ferries are unchanged. Shell Transports can be placed at 62s. 6d. for Bearer scrip; London quotes sellers at 61s. 6d. for Namb shares. Union Waterboats sold at \$11.

Refineries.—China Sugars have receded to sales and sellers at \$140. Lurons are unchanged. Mining Shares.—Charbonnages are unchanged. Rubis sold at rates ruling between \$9 1/2 and \$9.35, and have sellers at \$9 1/2. Chinese Engineering and Mining Company's shares changed hands at 11s. 18 1/2; the total output of the Company's three mines for the week ended 22nd ultimo, amounted to 29,999 tons of coal, and the sales during the same period to 34,349 tons.

Docks, Wharves, Godowns, &c.—Hongkong and Whampoa Docks have been done at \$57 and \$66, closing with sellers at the higher, and buyers at the lower rate. Geo. Fenwick, and New Amoy Docks, are unchanged. Shanghai Docks have weakened, and are for sale at 11s. 84. Hongkong and Kowloon Wharves have again been done at \$59, closing steady. Shanghai and Hongkong Wharves have buyers at 11s. 160.

Land, Hotels and Buildings.—Hongkong Lands have found buyers at \$112, but more shares are on offer. New Hongkong Hotels sold at \$40 and \$38, and are wanted at latter rate, while the old shares have sellers at \$70. Humphreys' Estates have sales and buyers at \$9 1/2. Shanghai Lands are quoted 11s. 119. Other stocks under this heading are unchanged. Cotton Mills.—Shanghai quotes: Ewois Tis. 122, Internationals Tis. 87, Laou Kong Mows Tis. 103 and Soeychees Tis. 375, all sellers. Hongkong Cottons are offered at \$8 1/2.

Sundry Manufacturing Companies.—China Light and Power sold at rates ranging between \$7.10 and \$6 1/2, closing with sellers at \$7. Hongkong Electrica fetched \$19, and have buyers at \$19 1/2. Dairy Farms sold and are in request at \$16 1/2. Green Island Cements rose to \$9.10, and at time of writing further buyers can be found. Ropes have been done at \$25. United Asbestos, ordinary shares, sold at \$13, and Founders at \$500. In other stocks under this heading no sales have been reported, and quotations are the same as those given last.

Miscellaneous.—China-Borneo have been done at \$13 1/2 and 13 1/2, and continue in demand at latter rate. China Providents sold at \$9 1/2 and are wanted. Old Peak Tramways have buyers at \$3 1/2. Langkats have buyers at 11s. 1,110; the following telegraphic information, dated the 1st instant, has been received from the Sumatra director and manager of the Company in Langkat: "Daily aggregate output of crude petroleum 120,000 gallons; crude petroleum in tanks at date 330,000 gallons; kerosene, made since the date of the preceding half-monthly telegram 100,000 cases; kerosene shipped since 93,000 cases; and kerosene in stock at refinery at date 45,000 cases." A few Watkins may be had at \$12. A. S. Watsons have been done at \$37.70, but more are on offer. Other stocks under this heading are unchanged and without any reported transactions.

TODAY'S EXCHANGE.

Selling.

London—Bank T.T.	10/8
Do. demand	10/7 1/2
Do. 4 months' sight	10/7 1/2
France—Bank T.T.	234 1/2
America—Bank T.T.	43 1/2
Germany—Bank T.T.	132
India T.T.	33 1/2
Do. demand	134 1/2
Shanghai—Bank T.T.	74 1/2
Hangapore—Bank T.T. per H.K. 3000	70 1/2
Japan—Bank T.T.	86 1/2
Yara—Bank T.T.	107 1/2

Buying.

1 month's sight L/C.	10/11 1/2
3 months' sight L/C.	10/13 1/2
30 days' sight San Francisco & New York	44 1/2
4 months' sight do.	45 1/2
30 days' sight Sydney & Melbourne	10/15 1/2
4 months' sight France	23 1/2
6 months' sight do.	23 1/2
4 months' sight Germany	132 1/2
Bar Silver	24 1/2
Bank of England rate	24 1/2
Sovereigns	21 1/2

A BOA-CONSTRUCTOR measuring eighteen feet and six inches has been killed near Kaya-kapor, in British North Borneo. A native youth of ten years killed the snake with a spear.

Today's Advertisements.

THE HONGKONG BAKERY, DORABJEE AND SON.

NOTICE is hereby given that the Partnership which has for some time past been carried on by DHUNJEEBHAY DORABJEE NOWROJEE and ISMAIL PILLAY MADAR as BAKERS in and upon the premises known as THE HONGKONG BAKERY under the style of DORABJEE AND SON was this day dissolved by mutual consent.

The said DHUNJEEBHAY DORABJEE NOWROJEE will continue to carry on the said business as hitherto under the above sign and name and will be Responsible for all the Debts and Liabilities of the Partnership and he is authorised to collect all outstanding accounts due to the Partnership.

AS WITNESS our hands this Twelfth day of June one thousand nine hundred and nine.

Sd. D. D. NOWROJEE.

Sd. I. P. MADAR.

WITNESS to the signatures of DHUNJEEBHAY DORABJEE NOWROJEE and ISMAIL PILLAY MADAR.

Sd. H. J. GEDGE,

Solicitor, Victoria, Hongkong.

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KING EDWARD HOTEL, DORABJEE AND COMPANY.

NOTICE is hereby given that the Partnership which has for some time past been carried on by DHUNJEEBHAY DORABJEE NOWROJEE and ISMAIL PILLAY MADAR as HOTEL PROPRIETORS in and upon portions of Royal Buildings and Princes Buildings, Victoria, Hongkong, under the sign of THE KING EDWARD HOTEL and under the partnership name of DORABJEE AND COMPANY was this day dissolved by mutual consent.

The said DHUNJEEBHAY DORABJEE NOWROJEE will continue to carry on the said business as hitherto under the above sign and name and will be Responsible for all the Debts and Liabilities of the Partnership and he is authorised to collect all outstanding accounts due to the Partnership.

AS WITNESS our hands this Twelfth day of June one thousand nine hundred and nine.

Sd. D. D. NOWROJEE.

Sd. I. P. MADAR.

WITNESS to the signatures of DHUNJEEBHAY DORABJEE NOWROJEE and ISMAIL PILLAY MADAR.

Sd. H. J. GEDGE,

Solicitor, Victoria, Hongkong.

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H.K. WATER POLO ASSOCIATION.

ENTRIES for the WATER POLO SHIELD COMPETITION must be sent in to the undersigned at the latest on TUESDAY, 15th inst.

There will be a MEETING at the V.R.O. to decide about draws on 15th inst., at 6 P.M.

W. J. CARROLL,

Hon. Secretary, C/o V.R.O.

Hongkong, 12th June, 1909. [480]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, ORYON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship "DEVANHA."

Captain W. Hayward, R.N.R., carrying His Majesty's Mail, will be despatched from this port for BOMBAY, Calcutta, and SINGAPORE, on SATURDAY, the 26th inst., at Noon, taking Passengers and Cargo. For the above Ports in connection with the Company's 88 *China*, 8000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, either Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Himalaya*, due in London on 8th August, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 11th June, 1909. [4]

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 12th at 11.50 a.m.—The depression, lying over Manchuria yesterday, appears to be moving away over the continent to the N.E. of Vladivostok.

The barometer has risen moderately over S.W. Japan, the Loochoos and N. China and a slight rise has taken place also over S. China. Pressure remains high over the Pacific in the neighbourhood of the Bonins. It is relatively low over the interior of the continent between Tientsin and N. China.

Moderate S. monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S. winds, moderate; fair.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lamoch, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Intimations.

THE DAIRY FARM COMPANY, LIMITED.

EXTRA CHOICE SUGAR CURED

BACON and HAM.

VERY MILD

HONEYSUCKLE BRAND.

Only 60 cents a lb.

Hongkong, 4th June, 1909. [380]

ASAHI BEER.

SAPPORO BEER.

OBTAINABLE EVERYWHERE.

MITSUI BUSSAN KAISHA, Sole Agents.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO. LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c. Undertakes and Executes.

SHEWAN, TOMES & Co. General Managers. Hongkong, 10th March, 1908. [34]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

No. 39, DES VIGUE ROAD CENTRAL. The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From Quebec.
"EMPRESS OF CHINA"	"EMPRESS OF IRELAND"
SATURDAY, JULY 3RD.	FRIDAY, JULY 30TH.
"MONTEAGLE"	
WEDNESDAY, JULY 14TH.	
"EMPRESS OF INDIA"	ALLAN LINE
SATURDAY, JULY 24TH.	FRIDAY, AUG. 20TH.
"EMPRESS OF JAPAN"	"EMPRESS OF BRITAIN"
SATURDAY, AUG. 14TH.	FRIDAY, SEPT. 10TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed, 20 knots, and are regarded as second to none of the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43.
Via New York £45.
For further information, Mids, Guide Books, Rates of Passage and Freight, apply to—
W. GRADDOUIC, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

STEAMSHIP	ON
SHANGHAI VIA SWATOW	HONGKONG, 13th June, Daylight.
SHANGHAI VIA CALCUTTA	TUESDAY, 15th June, Noon.
SINGAPORE, PENANG, CALANG, KUALA LUMPUR	TUESDAY, 15th June, Noon.
SAMARANG AND SOERABAYA	MAUSANG, WEDNESDAY, 16th June, Noon.
SHANGHAI	AMARA, THURSDAY, 17th June, 4 P.M.
MANILA	WUHSING, FRIDAY, 18th June, Noon.
SINGAPORE, PENANG, CALANG, KUALA LUMPUR	WUHSING, FRIDAY, 18th June, 4 P.M.
SHANGHAI	TUNGSHING, SATURDAY, 19th June, Noon.
MANILA	LUONGSANG, SATURDAY, 19th June, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	LUONGSANG, FRIDAY, 25th June, Daylight.
& MOJI	NAMSANG, SATURDAY, 3rd July, Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).
The steamers *Kwang*, *Namsang* and *Luong* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan (passengers leave the steamer at Yokohama and rejoin at Kobe). These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Kudu, Labad, Datu, Simporu, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
General Managers.
Telephone No. 61.
Hongkong, 10th June, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

STEAMSHIP	ON
SHANGHAI	"CHENAN" 13th June, Daylight.
HOIHO and HAIPHONG	"SINGAN" 15th June, 9 A.M.
WEIHAWEI, CHEFOO & TIENTSIN	"KUIPOH" 15th June, 4 P.M.
CEBU & ILOILO	"KAIFONG" 15th June, " "
MANILA, ZAMBOANGA and USUL	"CHANGSHA" 15th June, " "
MANILA	"TAKING" 16th June, 3 P.M.
TSINGTAU, CHEFOO & NEWCHWANG	"KWITANG" 16th June, 4 P.M.
SHANGHAI	"CHINEUA" 17th June, " "
SHANGHAI	"LINAN" 20th June, Daylight.
MANILA	"TRAN" 22nd June, 3 P.M.
SHANGHAI	"CHENAN" 24th June, 4 P.M.

Reduced Saloon Fare, single and return, to Manila and Australian Ports.
DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A fully qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chonan, Linan, Chihua), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Telephone No. 36.
Hongkong, 12th June, 1909.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards—Carried.
—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
APIRO	2540	R. Rodger	MANILA	SATURDAY, 19th June, at Noon.
RUBI	2540	R. W. Almond	"	SATURDAY, 26th June, at Noon.

For Freight or Passage, apply to
SHEWAN TOMES & CO.
General Managers.
Hongkong, 12th June, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSHU MARU	5,000 tons gross	Sail 1st July, 1909, at Noon.
S.S. AMERICA MARU	6,000 "	30th Aug., 1909, at Noon.
S.S. HONGKONG MARU	6,000 "	25th Oct., 1909, at Noon.
S.S. MANSHU MARU	5,000 "	10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yokohama, Building.

Hongkong, 4th May, 1909.

OSAKA SHOSEN KAISHA.

INAUGURATION OF NEW TRANS-PACIFIC LINE.

Regular Service, Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Proposed Sailings from Hongkong for TACOMA via SHANGHAI and JAPAN, (Intermediate Ports of Call).

Regular—SHANGHAI, MOJI, KOBE and YOKOHAMA.

Occasional—MANILA, KEBU, YOKKAICHI, SHIMIDZU, SEATTLE and VICTORIA, (B.C.)

(Subject to Alteration)

Newly Built Steamers	Tons (gross reg.)	Captain	Sailing Date.
"TACOMA MARU"	6,178		On Saturday, 3rd July.
"SEATTLE MARU"	(already launched) 4 other new sister ships to follow.		

The steamers have fair speed; Special up to date appliances for cargo working; and best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection. Superior accommodation for storage passengers, situated AMIDSHIP, and a limited number of Cabin-passengers carried at low rates. Electric lighted and Steam heated.

For further information, apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings, Hongkong, 1st June, 1909.

T. ARIMA, Manager.

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NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909.
MARSEILLES, LONDON AND ANTWERP	SADO MARU, Capt. Geo. Anderson, Tons 6500	WEDNESDAY, 23rd June, at Daylight.
SINGAPORE, PENANG, COLOMBO AND PORT SAID	BINGO MARU, Capt. A. Christensen, Tons 6500	WEDNESDAY, 7th July, at Daylight.
VICTORIA, B.C. & SEATTLE	SHINANO MARU, Capt. K. Kawara, Tons 6500	TUESDAY, 22nd June, at 4 p.m.
VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA	TANGO MARU, Capt. S. Ishikawa, Tons 7000	TUESDAY, 6th July, at 4 p.m.
SYDNEY AND MELBOURNE	KUMANO MARU, Capt. N. Mathieson, Tons 6000	FRIDAY, 9th July, at Noon.
VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. Bekins, Tons 5000	FRIDAY, 6th Aug., at Noon.
HOMBAI, VIA SINGAPORE AND COLOMBO	YEBOSHI MARU, Capt. B. Kon, Tons 4500	THURSDAY, 17th June, at Noon.
SHANGHAI, MOJI AND KOBE	YETOROFU MARU, Capt. K. Soyeda, Tons 4500	SUNDAY, 17th July, at Noon.
KOBE AND YOKOHAMA	AWA MARU, Capt. A. Keith, Tons 6500	FRIDAY, 25th June, at 5 p.m.
NAGASAKI, MOJI, KOBE and YOKOHAMA	MISHIMA MARU, Capt. A. E. Moses, Tons 5000	THURSDAY, 17th June, at 5 p.m.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sakine, Tons 5000	WEDNESDAY, 7th July, at Noon.

* Omitting Shanghai. † Cargo only. ‡ Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUZ and PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Hirano Maru	(Capt. H. FRASER)	About Wednesday, 30th June.
Kamo Maru	(Capt. F. L. SOMMER)	About Wednesday, 28th July.
Mishima Maru	(Capt. A. E. MOSES)	About Wednesday, 25th August.
Atsuta Maru	(Capt. W. THOMPSON)	About Wednesday, 22nd September.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS BETWEEN HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

	YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class	\$120	\$100	\$100	\$100
2nd	\$80	\$70	\$70	\$70

Option of rail between calling ports in Japan.

For further particulars, apply to

T. KUSUMOTO,

Manager.

[458-459]

Shipping—Steamer.

HONGKONG—BOSTON—NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL. (With Liberty to Call at the MALABAR COAST).

S.S. "INDRANI" On 16th June, 1909.

to be followed by S.S. "ST. PATRICK" On 13th July, 1909.

For Freight and further information, apply to—
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 2nd June, 1909. [432]

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship "JAPAN,"

Capt. J. G. O'Brien, will be despatched for the above Ports on SATURDAY, the 19th instant, at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN (Occupying 24 days).

Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea), Moji to Hongkong providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip \$120.
For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 10th June, 1909. [475]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Call at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EMPIRE,"

Captain Helms, will be despatched as above on WEDNESDAY, the 23rd June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 4th June, 1909. [465]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE & TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
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Oceanic 4,657 F. W. Davies 1st July
Kumera 6,232 J. Mathieson 29th July
Aymara 4,183 J. Boyd 16th Aug.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.
Queen's Buildings, Hongkong, 20th May, 1909. [10]

CHARGEURS REUNIS (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT TO SAN FRANCISCO, without any call en route thus affording a fast regular cargo service from China and Japan to San Francisco.

THE Steamship "AMIRAL FOURICHON,"

will be despatched for SAN FRANCISCO and other above destinations on or about the 20th July, 1909.

For further particulars apply to
MESSAGERIES MARITIMES,
Agents at Hongkong.
Hongkong, 20th May, 1909. [158]

Shipping—Steamers.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave: Hongkong for Canton at 9 every evening, (Saturday excepted).
Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First-Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.
Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 8, Queen's Road West,
Hongkong, 26th April, 1909. [15]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship "DENBIGHSHIRE"

Captain W. Barrett, will be despatched as above on or about 12th June.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD.,
Agents.
Hongkong, 27th May, 1909. [419]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK: S.S. "PATHAN" About 22nd June.

For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 27th May, 1909. [415]

Intimations.

GOLD STORAGE LTD., have now 40,000 cubic feet of GOLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.
Hongkong, 6th January, 1900. [50]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS:

7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 12.00 a.m. Every 15 minutes.
12.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS:
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

EXTRA CARS at 1.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Manager.
Hongkong—21st April, 1909. [14]

THERAPION MAY NOW ALSO BE OBTAINED IN DRARGE (TASTELESS) FORM.

SELF CURE NO FICTION! MARVEL UPON MARVEL! NO SUFFERER NEED NOW DESPAIR.

but without running a doctor's bill or falling into the deep ditch of quackery, may safely, speedily and economically cure himself without any loss of a second party. By the introduction of THE NEW FRENCH REMEDY THERAPION.

A complete revolution has been wrought in the department of medical science, whilst thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION No. 1—The Sovereign Remedy for all ailments, especially those of the digestive system, such as indigestion, flatulence, acidity, and all those complaints which are the result of a disordered stomach.

THERAPION No. 2—The Sovereign Remedy for all ailments, especially those of the respiratory system, such as colds, coughs, and all those complaints which are the result of a disordered throat.

THERAPION No. 3—The Sovereign Remedy for all ailments, especially those of the circulatory system, such as rheumatism,

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	130,000	\$125	\$125	\$1,500,000 \$14,500,000 \$150,000	\$2,006,234	Final of £2 and bonus of 5/- for 1908 @ ex 1/8 = \$16.034	5 1/2 %	{ \$990 sales London £92
National Bank of China, Limited	99,925	£7	£6	£4,000 £150,000	\$10,223	\$2 (London 3/6) for 1903	...	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,550,000 \$25,717 \$20,000 \$181,000	none	\$14 for 1907	7 1/2 %	\$195 sellers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 150,000 Tls. 303,747 Tls. 118,277 \$1,000,000	Tls. 166,513	Interim of 7/6 for 1908	5 1/2 %	Tls. 105 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$90,000 \$198,848 \$105,849 \$681,609	\$2,464 9/11	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 %	\$845
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$254 4/5 \$199,000 \$1,000,000	\$737,637	\$12 and bonus \$3 for 1907	7 1/2 %	\$225 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000 \$438,663 \$19,802	\$375,341	\$6 and bonus \$3 for 1907	7 1/2 %	\$110 buyers
Hongkong Fire Insurance Company, Limited	5,000	\$250	\$50	\$1,488,173	\$368,711	\$27 for 1907	8 %	\$345 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$58,438 \$90,000	\$1,095	\$1 for 1906	...	\$11 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$50,000 \$607,500 \$79,428 \$25,344	Nil.	2 1/2 for year ending 30.6.1908	7 %	\$36 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd. ..	80,000	\$15	\$15	\$50,000 \$607,500 \$79,428 \$25,344	\$20,270	Final of 1 1/2 making \$2 1/2 for 1908	7 1/2 %	\$33 sales
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$10,000 \$240,000	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154	4 %	\$74 buyers
Do. do. (Deferred)	60,000	£5	£5	\$10,000 \$240,000	£13,755	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1908	7 1/2 %	{ Tls. 52 1/2 buyers Tls. 53 sales
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 75,000 Tls. 14,520	Tls. 14,520	Second interim of 1/- for a/c 1908	7 1/2 %	62 1/2 buyers
"Shell" Transport and Trading Company, Limited ..	2,000,000	£1	£1	£7,000,000 £6,000,000	£68,827	{ \$1.00 for year ending 10.4.1909 \$0.50	4 %	\$26
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$6,000 \$48,810	\$3,121		3 1/2 %	\$15 1/2
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 481,479 Tls. 44,100 Tls. 81,000 Tls. 7,000	Tls. 2,215	Final of Tls. 1 1/2 making Tls. 2 1/2 for 1908	11 %	Tls. 45 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$350,000 \$50,848	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$140 sales
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$135,811	\$3 for 1897	...	\$15 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 4,421	Tls. 3 1/2 for year ending 31.8.08	...	Tls. 275 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£175,000 £12,289	£11,556	{ Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 %	Tls. 18 1/2 sales
Rub Australian Gold Mining Company, Limited ..	150,000 50,000	£1 £1	18/10 £1	£175,000 £12,289	Dr. £2,191	No. 12 of 1/- = 18 cents	...	\$9 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$48,916	Dr. \$7,421	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd. ..	60,000	\$50	\$50	\$150,000 \$20,808 \$40,000	\$20,102	Final of \$1 1/2 making \$3 1/2 for 1907	...	\$59 sa. and s.
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$197,192 \$200,000	\$187,378	Final of \$4 making \$8 for 1908	11 1/2 %	\$67
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 237 1/2	Interim of Tls. 2 1/2 for 6 months ending 31st October, 1908	6 %	Tls. 84 sellers
Shanghai and Hongkew Wharf Company, Limited ..	36,000	Tls. 100	Tls. 100	Tls. 697,357 Tls. 50,000 Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 %	Tls. 161 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 4,234	Tls. 6 for year ending 30.10.09	5 1/2 %	Tls. 104 buyers
Astor House Hotel Company, Limited (Shanghai) ..	30,000	\$25	\$25	\$75,000	Dr. 4,234	\$2 1/2 for year ending 30.6.07	...	\$10
Central Stores, Limited	50,118	\$15	\$15	\$75,177	\$24,611	\$1.20 on 1st and 60 cents on first new issue.	...	\$9 buyers
Hongkong Hotel Company, Limited	8,000	\$50	\$50	\$408,975	\$295	Final of \$3 making \$6 for 1908	...	\$60 ex n.l.
Hongkong Land Investment and Agency Co., Ltd. ..	50,000	\$100	\$100	\$50,000	\$20,475	Final of \$3 1/2 making \$7 for 1903	6 1/2 %	\$38 sa. new
Humphreys Estate & Finance Company, Limited ..	150,000	\$10	\$10	\$211,122	\$5,486	60 cents for 1908	6 1/2 %	\$9 1/2 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000	\$278	\$1 1/2 for 1908	5 %	\$30 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,023,045	Tls. 142,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908	6 1/2 %	Tls. 120
West Point Building Company, Limited	12,500	\$50	\$50	Tls. 31,000	\$1,968	Final of \$2 making \$4 for 1908	8 1/2 %	\$46 sales
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 8,820	Tls. 5 for year ended 31.10.1908	4 1/2 %	Tls. 122 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	\$10	\$10	\$150,000	\$9,553	50 cents for year ending 31.7.08	6 %	\$81 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 6 for year ending 30.9.08 (8 1/2 %)	...	Tls. 87
Lao-keung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 4 for 1908	...	Tls. 108
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 31,172	Tls. 15,911	Tls. 50 for 1908	...	Tls. 375
MISCELLANEOUS.								
Kell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500	£04 N	1/10th per share for 1907 = 1.037	10 %	\$10 1/2
China-Borneo Company, Limited	60,000	\$12	\$12	\$72,000	...	\$1.20 or 1908	8 1/2 %	\$13 1/2 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$51,138	50 cents for year ended 28.2.06	...	\$6 1/2 buyers
Do. do. special shares	50,000	\$1	\$1	none	\$3,407	80 cents for 1908	8 1/2 %	\$9 1/2 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000	\$3,407	\$1.30 for year ending 31.7.08	7 1/2 %	\$16 1/2 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$30,000	\$48	Final of 50 cents making 90 cents for 1908	10 1/2 %	\$0.10 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$3,751	75 cents for 9 months ending 31.12.07	8 %	\$12
H. Price & Company, Limited	12,000	\$10	\$10	\$12,000	\$180	\$2 for year ending 29.2.09	9 1/2 %	\$21 buyers
Hall & Holt, Limited	21,000	\$20	\$20	\$420,000	\$80.7	\$1 and bonus 20 cts. for year ending 29.2.09	6 1/2 %	\$19 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$5,195	Final of \$15 per share making \$9 for 1908	12 1/2 %	\$55 sellers
Hongkong Ice Company, Limited	50,000	\$25	\$25	\$1,250,000	\$7,616	Final of \$1 per share making \$2 for 1908	8 1/2 %	\$25 sales
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000	\$8,990	1st Quarterly div. of Tls. 1 1/2 for account 1909	4 %	Tls. 1,110 b.
Maatschappij tot Mijl. Bosch en Landbouw- planten in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 63,914	Tls. 216,822	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 %	\$13 1/2 buyers
Park Tramways Company, Limited	25,000	\$10	\$10	\$250,000	\$2,201	None	3 %	\$8
Park Tramways Company (new)	25,000	\$10	\$10	none	Pa. 18,640	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 %	Tls. 112 1/2 b.
Philippine Company, Limited	75,000	\$10	\$10	none	Pa. 18,640	Final Tls. 5 making Tls. 8 for 1908	14 %	Tls. 171 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 1,000,000	Tls. 6,603	Final of 3/- making 46/- for 1908	...	Tls. 415 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 75,000	Tls. 5,250	None	...	\$24
Shanghai Waterworks Company, Limited	16,510	£20	£20	Tls. 280,000	Dr. \$56,602	40 cents for year ending 31.5.08	8 %	\$5 sales
South China Morning Post, Limited	6,000	\$25	\$25	none	\$136	Tls. 6 1/2 for year ending 30.4.07	...	Tls. 94 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	none	...	60 cents for year ending 31.12.07	5 %	\$11 sales
Tientsin Waterworks Company, Limited	8,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 201	80 cents on 9,900 ord shares and \$10.00 on 100 Founders shares for yr. end. 31.5.07	6 1/2 %	\$13 sales
Union Waterworks Company, Limited	50,000	\$10	\$10	\$500,000	\$1,360	Final of 30 cents for 1908	6 1/2 %	\$8.70
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	\$2,613	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$4 sales
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000	\$2,613		...	
William Powell, Limited	15,000	\$7	\$7	none	\$3.95		...	

* These shares are entitled to half of the profits.

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